

LABOR AGREEMENTS CALLED BIG WASTE

President of N. J. Central Says
They Cause Annual Loss
of \$300,000,000.

PREFERS SLIDING SCALE

Believes Employees Should Or-
ganize, but Wants No
Discrimination.

CHICAGO, April 4.—W. G. Bessler, president of the Central Railroad of New Jersey, testifying to-day before the railroad labor board, declared what he termed the "vicious interpretation of the national agreements made them undesirable and was causing a \$300,000,000 annual waste."

Answering questions by Frank P. Walsh, labor counsel, Mr. Bessler declared he was one of the first railroad executives to declare that as the fifty-cent dollar increased in purchasing power both wages and rates should be reduced correspondingly.

Mr. Bessler told the board he believed in a living wage and thought a man was entitled to "call his own price." He also expressed his opinion that employees should be allowed to organize in any way they saw fit, but did not believe in discrimination between employer and employee or between employees on account of affiliations with labor unions.

Fifteen of the 186 rules of the national shop craft agreement were in force in substance on the Central of New Jersey before the war, Mr. Bessler said, but he declined to admit that they were good rules for all railroads.

"Circumstances alter cases," Mr. Bessler said when pressed by Mr. Walsh to state what rules or principles might be laid down for national application.

Going over the shop agreement rule by rule, Mr. Bessler characterized many as "vicious," "absurd" and "unnecessary."

Attempts to develop Mr. Bessler's activities on the labor committee of the Association of Railway Executives brought little information. Although Mr. Walsh showed that Mr. Bessler had originally voted for the majority report of the committee to establish national boards of adjustment, Mr. Bessler explained that he was not present at the earlier meetings and that when he took an active part in the meetings he voted for the minority reports which condemned national boards as being equivalent to national agreements.

Mr. Bessler will continue on the stand to-morrow. The board to-day at the request of the employees asked Frank McManamy, assistant general manager of the Federal Railroad Administration, who negotiated the agreements, to appear before the board on Wednesday.

REJECTS UNION'S WAGE PLAN.

Cleveland Railway Wants 20 Per Cent. Off—Men Offered 10.

CLEVELAND, April 4.—Offers by officials of the street car men's union to accept wage reductions of three, five and six cents an hour for the 3,400 conductors and motormen at the expiration of the present wage agreement May 1, were rejected by J. J. Stanley, president of the Cleveland Railway Company, at a conference late to-day. This is equivalent to about 10 per cent.

Mr. Stanley said he would stand firm on his demand for a reduction of 14 and 15 cents an hour, or 20 per cent, from the present wages of 70 and 75 cents.

Other demands of the company, which included an "open shop" and abolition of war time emergency clauses in this year's contract, were not discussed.

**NO CLUE DISCOVERED
TO PRIEST'S SLAYER**

Shooting at Wyandotte, Mich.,
Baffles Police.

DETROIT, April 4.—Authorities investigating the fatal shooting of Father Lee Jarzelski of Wyandotte reported to-night they had made little progress toward identifying the priest's assailant. Their belief that the assassin was an enemy of the priest, they said, was the only theory upon which they are working.

Two deputy sheriffs went to Bronson, Mich., where Father Jarzelski formerly was stationed, but to-night they had not reported the result of their inquiry.

An autopsy revealed that the priest's death was caused by a bullet from a small calibre pistol.

**FORD VISITS PLANT
BUILDING AT TROY**

Says Edison Factory Is to Be
Built There.

SPECIAL DESPATCH TO THE NEW YORK HERALD.
Troy, April 4.—Henry Ford, who stopped in this city on his way back to the West, after having attended the funeral of John Burroughs, to-day inspected the beginning of the construction of his big plant here. He also visited antique shops searching for old fashioned furniture, with which he is furnishing his home in Michigan.

He particularly wanted to find a stove similar to that used by his grandparents. An old fashioned lantern used 100 years ago caught his eye and he purchased it.

Mr. Ford intimated that he might transfer a portion of his automobile manufacture from Michigan to his plant here, which is designed for farm tractors.

"Thomas A. Edison is to construct a plant adjacent to mine here," he announced. "I am not in a position to say just what Mr. Edison will manufacture, but we have made plans to allow him the use of 400 to 500 horsepower from our plant."

**DAVIS AND TUG OWNERS
TO CONFER TO-MORROW**

Secretary of Labor Urges
Wage Compromise.

WASHINGTON, April 4.—In an effort to hasten an adjustment of wage differences between tug owners on the Atlantic coast and their employees, Secretary Davis sent telegrams to-night asking them to send five representatives each to confer with him here Wednesday.

Labor Department officials expressed the belief that both the New England Tug and Towing Association, which includes practically all the tug owners involved, and the members of the Atlantic and Gulf Coast District of the Marine Engineers Association were willing to make some concessions.

APPROVES TUBE EXTENSION.

The Board of Supervisors of Westchester county in White Plains yesterday approved the bill to be introduced in the Legislature extending the subway line from Van Cortlandt Park to Yonkers, along South Broadway. The bill will create a commission to prepare a preliminary report of the project.

INDEPENDENT PACKERS WANT TO BE INCLUDED

Wish to Be Parties to Big
Five's Agreement.

WASHINGTON, April 4.—Twelve independent packers in St. Louis, twenty-five members of the Packers and Sausage Manufacturers Association and one Chicago Cold Storage Company notified the Department of Labor that they desired to become parties to the terms of the packers' wage and working condition agreement concluded last month with the five leading packers in the Chicago district.

The notification means, officials said, that fifty independent concerns as well as the five big packers have been brought into the agreement.

The St. Louis companies, while heretofore actually parties to the Alcoholic beverage agreement, have under separate arrangements carried out all rulings made by Federal Judge Alschuler in packer labor disputes.

**FARMER GROUP PLANS
SPEEDY TARIFF DRIVE**

Passage by Wednesday of
First Week Forecast in House.

SPECIAL DESPATCH TO THE NEW YORK HERALD.
New York Herald Bureau.
Washington, D. C., April 4.

The farmer group in the House led by Representative Young (N. D.) is determined to drive the agricultural emergency tariff bill through the House with little discussion and without delay.

Mr. Young announced that programme to-day. He will present the emergency tariff bill, the same as the Fordney bill of last session, to the House next Monday, the opening day of the extra session. Later in the same day he will call into session the entire membership, Democratic and Republican, of the Ways and Means Committee to get a favorable report on the bill.

The bill will be called up for consideration by the House on Tuesday on a special rule that will limit debate and permit of no amendments. He predicts the bill will be passed by the House not later than the next Wednesday. Republican members of the Ways and Means Committee have agreed upon the bill to be reported to the House and Mr. Young is preparing the report to sustain it.

HIGGINS WAIVES HIS RIGHT.

Will Testify at Inquest into His
Sweetheart's Death.

CORONNA, Mich., April 4.—Forrest Higgins, charged with the murder of his sweetheart, Lucy Whitman, will waive his constitutional right and testify at the inquest into the girl's death at Durand to-morrow.

"I have told all I know about the case already and have nothing to conceal," Higgins is quoted as having said to the authorities.

Higgins is alleged to have pursued the Whitman girl to take and marry her, despite the fact that he had been married, and he had been declared by a court to be insane.

Higgins is alleged to have made an attempt to prevent the girl from taking the poison.

HARDING CONFERS ON R. R. CONDITIONS

Sees Jewell and Garretson on
Viewpoint of Men Em-
ployed on Roads.

OTHERS TO BE SUMMONED

Indications Point to Oppo-
sition to National Agree-
ments and for Lower Rates.

SPECIAL DESPATCH TO THE NEW YORK HERALD.
New York Herald Bureau.
Washington, D. C., April 4.

President Harding talked to-day with B. M. Jewell, head of the railroad department of the American Federation of Labor, and with A. B. Garretson, former president of the Order of Railroad Conductors.

The President made it plain last week that he was seeking information before reaching any conclusions or taking action on the subject of a Government railroad policy.

Although the President will see other men representative of railroad interests, there were under the surface indications to-day that the President and his advisers have about reached a decision that national agreements on the railroads should be abolished and that wages and other costs and rates should be reduced. How that is to be done is another matter. The President and other Congress without direct Government control, can regulate neither wages nor rates, but there is no gaining the fact that the President can wield a powerful lot of suasion to that end.

It is probable that no national conference of employees and railroad managers will be called, as suggested by Mr. Jewell. The President made no answer to-day to Mr. Jewell's appeal for such a conference. Instead, he sought information as to the viewpoint of the men employed on the roads and Mr. Jewell's ideas as to general railroad conditions. When he left the White House Mr. Jewell declined to make any comment.

Mr. Garretson called two hours later. He was with the President about half an hour. After the conference he was asked if he thought there was any possibility of resumption of Government control, or if it had been suggested. He said it had not, but expressed the personal view that a majority of the employees would like to see Government ownership or control. Mr. Garretson explained that he was no longer representing the men and could not speak for them, as he had retired and was in business in Grand Rapids.

It is probable that several railway executives and probably Davis Wardell, president of the Security Owners Organization, will next be called to the White House, but no conferences have yet been scheduled.

WAGE CUT ASSURED ON JERSEY CENTRAL

Skilled Mechanics Reject Com-
pany Proposal and Decline
Adjudication.

UNIFORMITY ATTACKED

Official of Credit Men's Association Urged Transportation Act Amendment.

Officials of the Central Railroad of New Jersey submitted a proposition yesterday to the skilled mechanics employed by the road that cuts in wages ranging from 13 to 30 per cent, but put into effect on April 16. The proposition also suggested that both sides agree to abide by the pending decision of the United States Labor Board as to whether the cut be made permanent or the old scale be continued and the mechanics granted back pay from April 16, the date of the proposed cut, to the date of the decision.

The mechanics met at once and late in the afternoon a committee of them notified the officials of the road that the men would accept no reduction in wages whatever, and that they would also decline to appeal to the Labor Board for an adjudication of the difference. C. H. Stein, assistant to the president of the road, said afterward that the decrease would be made regardless of the attitude of the men and that the question would be taken to the Labor Board at Chicago.

J. H. Trogan, executive secretary of the National Association of Credit Men, wrote a letter to the 53,000 members of the association, in which he declared that the present railroad rates are too high for encouragement of traffic and that they even tend to stifle traffic. He expressed the belief that the Transportation act should be amended so that the control of labor costs may be decentralized, declaring that uniformity of wages will be unscientific so long as there is a lack of uniformity in living standards and costs.

**NEW BOMBING PLANES
ARRIVE AT ROCKAWAY**

Fly From Philadelphia Fac-
tory in Two Hours.

Two new twin-motored bombing airplanes of the Bell type, escorted by a veteran plane of the same model, flew from the naval aircraft factory at Philadelphia to the naval air station at Rockaway yesterday afternoon in just two hours.

Until the bombing planes are ordered to Hampton Roads next June the craft, with their pilots, will practice bomb dropping daily. Army and navy pilots alike these days are preparing by much experimenting for "the big show" off the Virginia coast when bombing planes will be turned loose to wreck an old German battleship.

The pilots of the planes yesterday were Lieutenant-Commander F. H. Brown, Lieut. Walter Burton and Lieut. Paul W. Carter. Each carried a crew of five men.

ALCOHOLIC PATIENTS FEWER.

Is Not a Direct Cause of Insanity,
Says State Hospital Head.

SPECIAL DESPATCH TO THE NEW YORK HERALD.
Middletown, N. Y., April 4.—A decided decrease in the number of alcoholic patients is reported by M. C. Ashley, superintendent of the Middletown State Hospital.

Superintendent Ashley declared to-day that several years ago about 8 per cent. of the patients were alcoholics. Now not even 1 per cent. is in that classification and such a case drew the attention accorded the unusual. He said he did not believe the number of drug cases was increasing. Alcohol is not a direct cause of insanity, he said.

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OVER roads regarded in California as the extreme test of motor car stamina, W. W. (Bill) Bramlette drove a Lincoln touring car from Los Angeles to Bishop in 8 hours and 8 minutes. The train time is 14 hours and 30 minutes.

Bishop is 285 miles northeast of Los Angeles and 4,000 feet high. One-quarter of the distance is smooth surfaced road, mostly curving and steadily uphill. The rest consists of alkali sands, desert flats, mountain trails and gumbo mud.

Bramlette made the drive at the invitation of the Bishop Chamber of Commerce to demonstrate that, measured by modern transportation, Bishop is not an isolated community. For this test, he chose a Lincoln standard touring car which had already traveled 14,000 miles. No special preparation was made except to remove the top and upper half of the windshield.

In the face of a torrential storm, Bramlette started his car from the Los Angeles Western Union office at 4 a. m. His vision was impaired by rain-drops which beat against his face like charges of bird shot. On the slippery, hard-surfaced roads through Burbank and Tropic, where he had planned to drive 70 to 80 miles an hour, he

was forced to throttle down to a safe 40 or 50. This meant that he must regain his schedule by extraordinary speed on desert and mountain trails. It was here that the Lincoln proved its stamina. It slid over and through the treacherous gumbo, it scattered alkali dust in great clouds. To the humming motor gave no heed.

Bramlette looked at his speedometer. The car was not only standing the punishment but making up the precious minutes lost on the slippery stone and concrete.

The last 100 miles of the route are the most difficult of all—steep with almost continuous grades, deep with sand, pebbles and rough rocks.

Over this most treacherous footing, the Lincoln steadily maintained a terrific pace and dashed into Bishop at eight minutes after noon.

The population met car and driver with welcoming music, shout of greeting and wreaths of victory.

The Lincoln was driven back to Los Angeles without a single adjustment after beating the best previous motor record by 1 hour and 29 minutes, and regular train time by 6 hours and 22 minutes.

What "LELAND-BUILT" Means to Bramlette

In making a road record from Los Angeles to Bishop, I used a Lincoln standard touring car. I consider this course, especially under weather conditions as they were, the hardest test on man and car that I ever turned.

The car did everything I asked of it. The engine always had something in reserve. The chassis was capable of standing any road shock I put on it, over bumps and gullies where the car was compelled to bound from wheel to wheel, thrusting the strain back and forth across the running gear. It is this kind of test that proves how Lincolns are made and what they will stand. I have had a lot of road experience and I know how a car must be built from end to end to stand this kind of stuff.

The car handles easily on rough roads and it performed far better than any other car I have ever driven.

(Signed) W. W. BRAMLETTE

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